

CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

INFORMATION REPORT

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COUNTRY East Germany

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SUBJECT Railroad Construction Projects

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SUPPLEMENT TO REPORT NO.

THIS IS UNEVALUATED INFORMATION

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1. By mid-February 1954, the staking-off for railroad construction work in Strausberg was essentially completed. Clearing work was going on in the wooded area near Strausberg.
2. In mid-February, the planned reconstruction of the Rudow marshalling yard had been postponed. Instead, the Rudow railroad station was to be converted into a crossing station. A new passing siding, 1,100 m long, was to be built.
3. In mid-January, the double-tracking of the Luckenwalde-Jüterbog line section was completed. Thus the Cressdörfer-Jüterbog line is double-tracked throughout its entire length.
4. The designs for the construction of a railroad extension from Strausberg/Reichsbahnhof to Hagermühle were completed on 25 February. Construction work has not yet been started on this line.
5. The KVP construction project at Strausberg has been given first priority. Railroad construction work connected with this project must be accelerated. In late February, about 1,500 workers were employed on the KVP projects. The railroad line and the KVP project are scheduled to be completed in early March 1954.
6. The 1954 railroad construction program envisages the reconstruction of the Muldenstein power station near Bitterfeld and the Brandenburg power station. The Muldenstein power station is scheduled to be completed by late May 1954. Orders have been given to procure the turbines required, two generators, two transformers, and to reconstruct the distribution station. The Brandenburg power station is scheduled to be re opened by 31 December 1954.

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7. [REDACTED] the Senftenberg-Hohenbocka railroad bypass, which is under construction, is scheduled to be extended as far as Wiednitz, where it would join the Hohenbocka-Kamenz railroad line. The project necessitates the construction of a railroad bridge between Leipzig and Hosena.
8. 700 workers were employed on the construction of a single-track railroad line extending from Senftenberg to the main railroad line to Dresden via a point near Ruhland. The new line will be 18 km long.

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railroad bridge over the Neisse River at Muskau was completed. The bridge was guarded by four sentries. However, it appeared that the bridge was not yet in use.

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3. [] Comment. This construction project could not be completed in 1953 because of a shortage of rails. []. After the double-tracking of the Luckenwalde-Jueterbog line section, the Berlin-Halle main line is now double-tracked throughout its length.

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4. ☐ Comment. These construction projects are connected with the re-electrification of railroad lines in Central Germany. ☐

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5. Comment. This information refers to the shifting of a railroad line necessitated by brown coal mining activities in this region.

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The reconstruction of the bridge was mainly ordered for military reasons. The completion of the bridge creates a new crossing over the Neisse River which may be used to ease the traffic burden on the Forst and Horka border stations or as an alternate crossing facility if one of the latter two border stations should be destroyed.

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